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Gairdner & Harrison

The Gairdner & Harrison ..

Prospectors' Guide

MAP AND PAMPHLET

TO THE

4367, 165

Omenica, Cassier, Liard, Klondyke

AND

Yukon Gold Fields

.. VIA. THE ..

Edmonton Route



GEO. W. GAIRDNER,

SECRETARY EDMONTON BOARD OF TRADE
CLERK 12 YEARS AT H. B. POSTS.

CREE AND FRENCH INTERPRETER

A. G. HARRISON, C. E.

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Yukon Bureau of Information,

P. O. Box 47.

Edmonton, Alberta, Canada.

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largest buyers, we secure the best prices, of which we give our custom-
ers the benefit.

We can handle your whole order, not only saving you trouble in
the matter but securing to you the utmost commercial advantage
which can be attached to an extensive transaction.

We have a large connection in the North, and interest in our cus-
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Supply you with our ~~maps~~ and pamphlets containing accurate information on receipt of \$3.00; *30" x 30" in separate sheets
Blue Print*

Give you the very latest and best personal information as to guides, routes, supplies, etc., etc.; also

Detailed plans, tracings or sketches of any part of the country, on application.

WHY:

Because our Mr. Gairdner, who is a Cree and French interpreter, has himself lived in that region 30 years (being in the H. B. Co. service as clerk for 12 years) and having actually travelled over a large portion of the north and lived at the different forts or posts, knows from personal observation and experience the difficulties to be overcome and the supplies required. While Mr. Harrison, a civil engineer by profession, is preparing the very latest plans, tracings and sketches needed.

GAIRDNER & HARRISON,

Yukon Bureau of Information,

P. O. Box 47.

Edmonton, Alberta, Canada.

Hand Map and Pamphlet.

This is a complete and reliable Hand Map and Pamphlet, showing and describing the very latest and best Pack Trails and Water Routes from Edmonton, Alberta, Canada, to the Yukon Gold Fields. (Mr. Gairdner personally travelled over the Mackenzie route, and was the first to recommend it to prospectors. Seven parties have already taken this route.)

Sources of Information

- Geological survey maps as compiled from the notes of Dawson, McConnell, Ogilvie and Brownlee.
- H. B. Co. Traders.
- Northern Free Traders.
- North-West Trappers.
- North-West Fur Dealers.
- Northern Indian and Half-Breed Guides.
- THIRTY years PERSONAL Observation and ACTUAL Experience.

NOTE—No pains nor expense have been spared to make this map and pamphlet reliable. It is our intention to issue new copies of this map and pamphlet from date to date and we will feel greatly obliged for any new information regarding the different routes, etc.

When the Loucheux chief Sanatte and his braves roamed through the wilds of the Yukon country, they little thought that the sand they crushed beneath their feet, and the lumps of yellow metal they found on the bars, and which they would have gladly exchanged for the commonest glass beads, would be the cause of an invasion such as has taken place there within the last few months.

This Yukon country, bounded on the north by the Porcupine river, on the south by British Columbia, on the east by the main chain of the Rocky Mountains and on the west by the American boundary, contains an area of 180,000 square miles. The river from which the district takes its name rises in the Rocky Mountains in latitude 62° and longitude 130° , and flowing north and west for a distance of 500 miles under the names of the Pelly and Yukon, crosses the American boundary in latitude 64 deg. 30 min.

The principal tributaries are the Stewart, White, Lewes, and McMillan rivers and Forty-mile, Klondyke and Sixty-mile creeks. Near the source of the Pelly or Yukon rise

1. The Liard or Mountain river, which flowing south for 150 miles cuts through the Rocky mountains, and describing a semi-circle, enters the Mackenzie at Fort Simpson, after a course of 600 miles.
2. The Lewes, a branch of the Yukon, rises in latitude 60, and after a course of 300 miles, joins the Yukon at the site of old Fort Selkirk.
3. The Francis, which rising in latitude 62, flows through the lake of the same name, and joins the Liard after a course of 150 miles at Sylvester's Lower Post.

Besides these there are also the Dease, a tributary of the Liard; the Stikine; and the Peace, with its tributaries the Omenica, the Parsnip and the Findlay, which at some part of their course tap the rich gold fields in or near the Yukon district.

The Rocky mountains, which separate British Columbia from the North-West Territories, run north as far as the Arctic Ocean, and form the boundary between the gold bearing and non gold bearing regions.

In order to enter the Yukon the prospector must take one of the several routes in sight: and the experience of those who have already gone by the west coast, sufficiently demonstrates that in spite of any new discoveries, the perpetual winters and the difficulties and dangers of the Chilkoot and other passes, proves that a better way must be found to enter the gold regions.

Fortunately for the prospector there are several good roads at present existing on the east side of the mountains; and no doubt as miners with their usual enterprise travel over the country, still more feasible trails will be opened.

As all roads lead to Rome, so all the roads on the east of the Rockies lead through EDMONTON.

Leaving the main line of the C. P. R. at Calgary, the traveller proceeds by the C. & E. railway 190 miles, and arrives at South Edmonton, which is at present the end of the track. Crossing the North Saskatchewan, over which a combined railway and traffic bridge will be built this season, he arrives at Edmonton and finds himself at the junction of all the best routes leading to the Mecca of his desires—the Yukon gold fields.

We shall now proceed to describe the different routes to be taken: 1st, almost all by water; 2nd, partly by water and partly by land; and 3rd, the several land routes which have all the same terminus (Sylvester's Post), though slightly differing in the means of arriving there. By closely examining the accompanying map and strictly following the directions given in this pamphlet, the prospector will have no difficulty in choosing a trail for himself.

And first, the place we start from :

EDMONTON, the capital of Northern Alberta, with the small population of 1,500 souls, is not the insignificant village one might suppose from the number of its inhabitants. There are four fine churches, a magnificent public school, a first-class hospital, a fine convent school, a brick fire hall, two banks, three hotels, and stores containing not only the necessities of life, but also luxuries not to be found elsewhere in the Territories. It is the centre of the largest fur trade, perhaps, in the world, and the market for a district 60 miles in diameter, rich in grain and the products of mixed farming. Coal mines are under the town; gold is found on the bars within the municipality; and our citizens can safely say that no town in America has greater prospects of becoming an immense city than this same town of Edmonton.

Leaving Edmonton then, we shall describe the 1st route, nearly all by water; or the Athabasca-Mackenzie-Porcupine route.

WATER ROUTE.

From Edmonton to Athabasca Landing (usually called The Landing) teams freight supplies to that point, 90 miles, for 75 cents per 100 lbs. The road is good and there is no difficulty in the way. At the Landing, boats can be built. There are experienced builders who can build any style of boat used on northern rivers. These boats cost from \$100 to \$300; and perhaps the best of all shapes is the "York," something like a whale boat and able to carry about five tons.

Supposing we have our boat, and our supplies on board, with a crew of six or seven men, we push out at the Landing and start DOWN

stream for the Yukon. Leaving the Landing we proceed down the Athabasca 167 miles to the Grand Rapids. This part of the navigation is accomplished without difficulty, as the Hudson's Bay Company's steamer runs up and down at all stages of water.

Grand Rapids to Fort McMurray, 87 miles:

The first half mile is a bad rapid, where it is necessary to carry all supplies and let the boat down by water with a rope. From the lower end of this portage there are no obstructions and the remainder of the rapids, 87 miles to McMurray, can be run with ordinary care.

McMurray to Chipewyan, 185 miles:

The Athabasca here is a fine navigable stream, half a mile wide, flowing into Athabasca lake. The crossing from the mouth to Fort Chipewyan is 15 miles. This is the largest and finest Hudson's Bay post in this region, and vegetables are grown in abundance. Immense quantities of fur are traded in this vicinity.

Chipewyan to Smith Landing 102 miles:

Ten miles beyond Chipewyan we enter the Rocky River, which after its junction with one of the branches of the Peace river is called the Slave river; a fine large stream without obstruction until we reach Smith Portage. It would be better for those unaccustomed to dangerous navigation to get boats and supplies taken over this portage by the freighters, who will transport supplies across the portage at \$10 a ton.

This portage, 16 miles, is made to avoid five portages and endless rapids, where accidents have taken place and several men have been drowned.

Fort Smith, at the north end of the portage, is a lively enough place in summer when the steamboats meet and news is exchanged, but like many other northern posts, the life in winter is mere existence and nothing more.

Fort Smith to Resolution, 194 miles:

This part of the river is easy to navigate. Neither rapids nor shoals, and no obstructions. When Great Slave lake is reached, the route to be taken when the water is not high is by the main channel to Moose Island, and thence swing to Fort Resolution, a conglomerate village composed of Hudson's Bay post, missions, freemen's houses and Indian lodges. There is a good garden here.

Resolution to Providence, 168 miles:

This is nearly all lake travel, and with a flat boat must be carefully gone about, as a storm on the lake is a serious matter. For the

benefit of "green hands" we may say that an easterly wind is the safest and best and can do no harm; but west and north-west winds are to be dreaded, and storms rise suddenly.

There are several good harbours marked on the map: Dead Islands, Buffalo rivers and Hay river. Beyond this for thirty miles there is no shelter, and care must be taken, as the beach is rocky and dangerous. Passing the Big Island in the southern channel we enter the Mackenzie river and float down to Fort Providence, a most beautiful place, the headquarters of the Catholic Bishop and the Grey Sisters. Grain and vegetables as well as flowers, grow well here.

Providence to Simpson, 160 miles:

This is another fine piece of river navigation; indeed the whole river down to the mouth is without any obstruction. Those using flat boats, however, have a good deal to contend with. First, they are hard to row; next, they are slow, and they are useless against a head wind or the sea running on the Mackenzie against a northerly wind. Potatoes and barley are grown at Simpson.

Simpson to Good Hope, 494 miles, passing Fort Wrigley, 136 miles, and Fort Norman 184 miles from Wrigley:

Fort Norman is easily recognized by Bear rock and the "Smokes," or burning coal beds near the Fort. 174 miles from Norman we reach Good Hope. This post is on the border of the Arctic Circle and is the northern limit of gardens. Musk ox are not very far (about 300 miles) and Indians bring annually numerous robes to trade.

Good Hope to the mouth of Peel river, 252 miles:

The Mackenzie in many places resembles a lake, being from one to four miles wide. The current is uniform and the scenery in summer unsurpassable. Game is often seen. Moose and bears cross the river, and from spring till their migration in the fall, wild fowl, (mostly gray geese) are very numerous. About 220 miles below Good Hope we pass through the "Ramparts," where the river narrows considerably; and about 30 miles below them we watch for the first channel to the left. This we take; leaving the Mackenzie, and going up a narrow crooked channel about 18 miles. This small stream is a branch of the Peel river.

Peel river to the Summit lake, 30 miles;

We are now at the foot of the Rocky mountains, which must be crossed before reaching the Porcupine and Yukon.

Instead of going UP Peel river, which many are apt to do, we cross it simply and ascend a small stream called Rat river. The first

part of this is through a level flat, with almost no current till the first rapid is reached; then the mountain is climbed by water; a small rapid and a long pool alternating till the stream contracts so that there is no room for a boat. Climbing the small bank to the right we find a plateau with a lake in the middle: this is Summit lake.

The portage between the Rat river and Summit lake was described by Mr. McDougall of the Hudson's Bay Company in 1872 as a very good one, nearly level and three-quarters of a mile long. Of course everything has to be carried or dragged from water to water.

Summit Lake to La Pierre's House, 30 miles :

Besides the canoe route there are three other portages between Peel river and La Pierre's house.

1st. The Winter Portage, impassable in summer, 60 miles.

2nd. The Summer route or Pack route, 80 miles; and

3rd. What would be the route were steamers employed on both sides of the mountains. The boats on the east side would go up Rat creek to the first rapid, then there would be a portage of 35 miles to where the western steamer could come on Bell's river.

La Pierre's House to the Porcupine by Bell's river is 30 miles.

This part is all plain sailing. The river is narrow but deep, and there are no obstructions to be met with.

From the mouth of Bell's river to the junction of the Porcupine and Yukon rivers is 400 miles. Old traders have said that the Porcupine is shoal in several places, but there are no boulders or rapids, and no difficulty will be experienced in reaching the mouth of the Yukon. The Porcupine has always been known as a great place for game, principally moose, deer and bears.

From the mouth of the Porcupine to the Klondyke is 300 miles. The first 70 miles is the worst part of the river. But with a boat adapted for ascending streams no difficulty need be dreaded. Mr. McConnell, of the geological survey, reports that he took five days to go this distance. But, he said, "My boat was meant for taking a load down stream; and with a better boat I could have made much quicker time." The rest of the journey is not a hard one. Of course going up against current is to a certain extent heavy work. But the beach is good for tracking clear through to Klondyke.

To those intending to follow this river route, but who wish to prospect higher up the Yukon, it may be well to say that ascending against a strong current and in rapids, though slow and tedious, is not nearly as dangerous as going down stream, and the obstructions to navigation on the Pelly and Yukon are by no means serious. There is

good steamboat navigation (7 feet of water) from Klondyke to Pelly Banks.

The Mackenzie at Peel's river closes about the 1st of October and opens about the 10th of June, varying slightly as the seasons differ in length.

The ice on Great Slave lake is often quoted as a serious drawback to this all water route; some going so far as to say that the lake is not clear until well on in July. All seasons are not alike, but unless a persistent north wind blows for several weeks and keeps the ice jammed in at the south end of the lake there is not the slightest danger of being retarded after the last week of June, and sometimes earlier. After an experience of several years of crossing Slave lake, we can affirm that NO ICE WAS TO BE SEEN on the lake after the first of July. If south winds blow for any length of time (which is the rule there at that season) the south end of the lake is soon clear.

Parties intending to travel by the all water route should be ready to leave Edmonton not later than the 1st of June next. It would, however, be advisable to get beyond Great Slave lake this season, so as to guarantee an early start next spring. Slave lake does not close until the last of October at the earliest. By starting from the "Landing" not later than the 1st of October, there should be no difficulty in passing the lake and wintering some distance down the Mackenzie.

We would recommend the neighborhood of the Big Island at the head of the Mackenzie as a good place to pass the winter. Every year from 40 to 60 thousand whitefish are taken, and the best time for getting fish is in the latter end of October. The west bank of the river is the best for camping, close to the Beaver river. Three good whitefish nets are sufficient for a party of twenty people. In the spring wild fowl are swarming, and deer may be killed in the vicinity.

This trip from Edmonton to Klondyke could be made by experienced boatmen, with a good boat (of the whale boat type, as before mentioned) in sixty days; though of course green hands, not accustomed to this mode of travel will take longer.

TABLE OF DISTANCES.

	MILES.
Edmonton to Landing.	96
Landing to Grand Rapids	165
Grand Rapids to Fort McMurray,	87
McMurray to Chipewyan,	185
Chipewyan to Smith Portage,	102
Portage,	16
Fort Smith to Resolution:	194
Resolution to Providence,	168
Providence to Simpson,	161
Simpson to Wrigley,	136
Wrigley to Norman,	184
Norman to Good Hope,	174
Good Hope to Peel's River,	252
Up Peel's River	18
Peel's River to Summit,	30
Summit to La Pierre's House,	30
La Pierre's House to Poreupine,	30
Poreupine to Fort Yukon,	400
Fort Yukon to Klondyke,	300
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SECOND ROUTE.

Partly by land and partly by water; called the Landing, Athabasca and Lesser Slave Lake route to Peace River.

From Edmonton to Athabasca Landing has already been described. This is one of the most expensive routes to Peace river, although quite feasible. From Edmonton to the Landing freight is 75c per 100 lbs. From the Landing to Slave lake post, 175 miles by boat, is \$2.00 per 100 lbs.; and Slave lake post to Smoky River post \$1.75 per 100 lbs.; in all \$4.50. Besides this, transhipment of freight is always a serious matter as goods are apt to be wet and packages broken through much handling.

THIRD ROUTE.

Is by St. Albert, Fort Assiniboine and Slave Lake Post to Smoky River Post. Leaving Edmonton we go northwest 9 miles to St. Albert. This village is built near the site of the Catholic mission and bids fair to become a thriving town. Besides the bishop's palace, convent and public and industrial schools, there are in the village well furnished stores and a good hotel, besides blacksmiths' and carriage shops, and several fine residences. From St. Albert we proceed nearly northwest about 40 miles through a beautiful prairie country, passing Alexander's Reserve, and reach Lake La Nonne, where we find two or three houses mostly deserted in summer, but in winter occupied by petty traders who do a small business in fur buying.

Leaving Lake La Nonne to the left we cross a small branch of the Pembina and a few miles further we cross the Pembina itself. The crossing is a good one and six miles further we cross the Paddle River. From here to Fort Assiniboine the trail some years ago passed through a heavily-wooded country, but bush fires have run so often that the country is now nearly all clear. Before arriving at Fort Assiniboine we cross Pitcher Creek. The best road, though the most crooked, from Fort Assiniboine to Slave Lake Post, is by the north side of Lesser Slave Lake, that on the south side being through a swampy and rough country. Neither of these roads is to be recommended, as shorter and more feasible ones can elsewhere be found.

PACK TRAIL ROUTE

FROM EDMONTON BY ST. ALBERT, LAKE ST. ANN AND THE MCLEOD RIVER.

Leaving St. Albert the trail leads nearly due west for 40 miles through a beautiful farming and ranching country to the settlement of Lake St. Ann. This is the site of the oldest Catholic Mission in this part of the country. There is a Hudson's Bay Company Post, and a number of Half-breed settlers here gain a precarious living by fishing and trapping.

The Hudson's Bay Company's garden at Lake St. Ann is one of the best in the country, growing tomatoes, cucumbers, etc., to perfection.

Leaving Lake St. Ann we go northwest 18 miles to the Pembina River, where there is a good crossing, and still keeping in the same direction we arrive, after going 37 miles, at the junction of the McLeod and Athabasca Rivers.

From Lake St. Ann to this point the country is mostly open, though here and there we find a patch of timber and an occasional small swamp.

The crossing of the Athabasca is a good one, though it would be better if possible to carry along a folding canvas boat to transport the baggage across, not only the Athabasca, but several other rivers to be met with on the route. In default of this rafts must be made for the same purpose.

After crossing the Athabasca the trail goes between Hawk Creek and the Burntwood Creek, keeping closer to the former. Then proceeding almost in a direct line for 20 miles we cross a small creek, flowing from the north a branch of Hawk Creek, and 20 miles further a small branch of the Burntwood Creek flowing from the south. Here should be seen a hill (no name) lying apparently at right angles to the trail. The road then swings nearly due west and keeps in that direction for about 70 miles crossing three or four small creeks, the last and largest of which is the Little Smoky, till a chain of lakes is reached, called as will be seen by the map, Buck Lake, Fish Lake and Sturgeon Lake. Here the best road is found by crossing the narrows of the Sturgeon Lake, about 25 miles from the south end of the chain of lakes.

The trail then strikes nearly due northwest about 30 miles, till we reach the three forks of the Big Smoky River. Crossing immediately below the forks and still in a northwesterly direction the

trail divides and there are two routes, one to Dunvegan, a distance due north of 60 miles, and the other to Fort St. John, 120 miles: this last crossing a wooded plateau, and two small creeks.

Dunvegan is a thriving Hudson's Bay Post, with as usual missions established in the vicinity, and here farming has been carried on to some extent, and vegetable gardens are a success.

Leaving Dunvegan the trail goes north, and a little west about 225 miles, to near the head waters of the west branch of the Nelson.

There is also another road to Fort St. John shown on the map, which was formerly used by the Hudson's Bay Company, but which became impassable on account of brush fires and fallen timber. This route follows the wagon trail from Edmonton through St. Albert and Lac La Nonne to Fort Assiniboine. After crossing the Athabasca the trail proceeds across a country that was covered by a dense growth of spruce and poplar interspersed with prairie and small lakes, making good feed for pack animals. This trail should cross the Smoky 35 miles from its mouth, proceed to about 15 miles south of Dunvegan, and then join the main trail south of the Peace River. The North-west Government has been asked to re-open this trail, and should that be done, it will be probably the best road to Peace River. The distance from Edmonton to St. John by this trail is 359 miles.

One of the great advantages of these routes by land, is that in winter when all other means of travelling and transport are closed up, flat sleighs or pack horses can be used the whole season, thus making the land route through Edmonton feasible the year round.

Leaving Fort St. John the trail proceeds about northwest, 140 miles, by Ogilvie's pack trail to the point on the plateau where the west fork of the Nelson and the Pine Rivers take their rise.

Following this plateau in a northwesterly direction, 150 miles, and crossing one of the branches of the Mud or Black River we arrive at Sylvester's Post on the Mud River from which an old and good pack trail takes us to Sylvester's Landing on the Dease River (75 miles). Following Sylvester's trail in a northerly direction 50 miles we arrive at the junction of the Liard and Dease Rivers at Sylvester's lower Post. From here either boats or pack horses may be used to Pelly Banks on the head waters of the Yukon, as the water route is good for boats, and the valley of the Liard and Francis Rivers is wide and open, with good bottom and grazing for horses. The distance from Sylvester's lower post to Fort Francis is 90 miles, and from there to Pelly Banks, 75 miles.

From Pelly Banks to Klondyke (390 miles) the river is navigable for steamers, and there are no bad rapids or other obstructions.

There is no doubt that a good pack trail can now be found the whole way from Edmonton to Pelly Banks.

We know (only last year it was done) that pack horses can be taken from here to St. John. From St. John Ogilvie went with horses to the west branch of the Nelson. From Sylvester's Post on the Mud River to the junction of the Dease and Liard there is an old pack trail —Sylvester's, and old Hudson Bay men say that from that junction the valley is open and there is plenty of feed as far as Pelly Banks, and the only disputed point is from the Nelson to Sylvester's Post on the Mud River, a distance of 150 miles. There is no doubt a good trail can be found. From information received from several settlers, of Hudson Bay Company men who have lived many years on the Peace River, we know there is a plateau commencing east of Fort Vermillion and running in a horse shoe shape past the Hay and Nelson Rivers forming the height of land between the streams flowing into the Peace and Liard Rivers and ending near the Dease River.

By examining the accompanying map, which is compiled from the most reliable sources, being taken from the government survey maps of British Columbia and Alberta made by Messrs. Ogilvie, Dawson, McConnell and Brownlee, the sources and mouths of the Black River and its tributaries are known and shown by a full black line, while the intermediate portions of the rivers are marked by a dotted line.

When compiling the map it was found that separate surveyors having different sources of information laid out these rivers, agreeing both in the position and direction of the same. By the map it shows that between the headwaters of the Black River and the Liard there are no mountains, but an irregular wooded plain. The Liard cuts the Rockies a considerable distance below the mouth of the Black River.

From these data we have a right to come to the conclusion that having left the mountains through which the Peace River flows, and before arriving at those which the Liard cuts in its course, there is a plain more or less broken but sufficiently level to make a good road for pack horses or even wagons. And if the east end (known) of this plateau is so good for pasture as all authorities agree in saying—the west end (supposed) must furnish sufficient feed for pack animals,

This route is to be recommended for other reasons besides its accessibility.

1st. The climate is warmer and the everlasting winter of Klondyke is considerably toned down.

2nd. The season is at least two months longer.

3rd. Geologists, not only in England, but in Canada and the United States, agree in saying that in all probability, within the area bounded by the headwaters of the Liard, Dease, Stikine, Lewes and Pelly Rivers, will be found richer gold mines than any at present known in the world.

PACK TRAIL ROUTE.

	MILES.
Edmonton to St Albert,	9
St. Albert to Lake St. Ann,	40
Lake St. Ann to Pembina,	18
Pembina to crossing of Athabasca,	37
Crossing of Athabasca to crossing of Hawk Creek,	20
Crossing Hawk Creek to Burntwood crossing,	20
Burntwood crossing to chain of lakes,	70
Chain of lakes to crossing of Sturgeon Lake,	25
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REASONS FOR RECOMMENDING THIS ROUTE.

We recommend the EDMONTON route for several reasons:

1. Accessibility.

There is no delay if the water route is chosen. Boats can be built at Edmonton in less than a week. The best of material is obtainable on the spot and competent workmen to make them. Teams can be hired at once, and supplies shipped to the Landing.

As for the overland route: This summer some trouble has been experienced in obtaining pack animals, as at present horses suitable for the work are scarce, but in future arrangements will be made by

which any number of men can be accommodated. Besides this, as soon as the country beyond the Peace River has been explored, and the best trails definitely mapped out, the overland route can safely be used during a large part of the winter, when all other routes, either west or east of the Rockies, are impassable.

2. Safety.

There is no danger either of starving or freezing on this route as long (and this is very important) as miners start out with a sufficient quantity of provisions to last them at least a year. On the water route Hudson Bay Posts are found at intervals of about 200 miles for a distance of 2,000 miles, and supplies (in case of disaster) can be got there. On the land route there are no glaciers to be crossed, and the climate is such that travelling in winter is no hardship.

The Indians of this northern country are peaceable, and unless travellers by gross injustice and brutality, rouse their anger, there is no danger of any trouble being met with. Besides, as is well known, the flag that protects the British subject wherever he wanders, can and does protect strangers; and we can, therefore, promise perfect security to those who use our routes, without abusing the natives they find on them.

3. Pleasure.

What can be more pleasant than descending a magnificent river in boat or canoe with a good crew of chosen companions, plenty of provisions, fine summer weather, and good shooting? The work to be done is not hard, and even were there not in the distance the probability, nay certainty, of obtaining that wealth for which most men are striving, the trip in itself is one which will amply repay the traveller—be he miner or sportsman—for the trifling expense he has incurred. The overland route will lead the prospector through some of the finest country for ranching and farming on the face of the globe, the scenery on the northern rivers and mountains can nowhere be equalled, and as the roads are opened and better facilities found for transport, this trip will be a lengthened picnic.

MONEY AND SUPPLIES.

We recommend, in fact for our own sake, as reliable advisers, we insist, that every man who comes here with the intention of going to the gold fields should have at least \$200 with him.

He need bring no supplies but the clothes he stands in, and he will find here everything necessary for any kind of trip he wishes to take.

The Edmonton merchants have for years furnished supplies for surveyors, hunters, fur traders and miners; they keep large stocks of goods suitable for northern trade, and are, therefore, eminently qualified to outfit prospectors as cheaply as, and better than eastern houses.

CONCLUSION.

In conclusion we wish to state that this pamphlet has not been compiled from newspaper reports nor from unreliable sources. We have for nearly 30 years been in touch with the Hudson's Bay Company's people, whose information may be relied on. We have consulted surveyors' reports, miners, hunters, and Indians, and finally we have travelled ourselves over 2,000 miles of the water route, and we therefore, confidently present this pamphlet to the public as one that is true in every particular, and thoroughly reliable.



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◆ BOAT BUILDER ◆

..Edmonton, Alberta, Canada..

I make a specialty of this business, having followed this trade for twenty-six years. The boats built here are specially suitable for Northern navigation. Carrying capacity, one-half to four tons.

Parties intending to go to the Yukon should write to me at once. Remember I can turn out a boat in from four to six days.

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We know and positively assert that you can do better in Edmonton. This is an up-to-date town, with telegraph, telephone and electric light systems; hospital and schools, churches and banks, mills and factories. Its stores, wholesale and retail, are run on modern principles. Its merchants have catered to the Northern Trade for over 50 years. Our advertisement pages will show you that your wants can be supplied by men who are pastmasters in their business.

GAIRDNER & HARRISON.

September 1st, 1897.

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